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wages system, facts concerned with the whole scheme of social arrangements, facts throwing light on the programs of diverse labor and social groups? Do we not, in a word, need facts on these matters before we shall have *the* knowledge we need to solve our pressing labor problems?

NATHAN FINE

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The Development of Transportation in Modern England. By W. T. JACKMAN. Cambridge, England: University Press, 1916. Pp. ix+820, bound in two volumes. 24s. net.

If we grant the truth of Macaulay's famous statement regarding the importance in the history of civilization of improvement in the means of communication and transportation, we must recognize that the history of the means by which men have abridged distance has been shamefully neglected. It has been treated only incidentally, or has been taken in hand by social historians of the old fashion, who constructed their work of individual fragments vivid with local color, but lacking connection with the institutional fabric of the period and without general significance. English historians have been behind their Continental brethren in applying new methods to the investigation of the field, but interest in it has awakened in recent years, and the present work provides a study worthy of its subject and fit to stand beside the best works of its kind.

The author sketches in an introductory chapter the conditions of transportation in Roman Britain and in mediaeval England, but makes "modern" England, in the period between 1500 and 1850, the particular object of his investigation. The first volume covers the history of internal transportation by land and by water down to 1830, including the great canal era and the beginnings of steam navigation; the second volume traces the early development of railways and their competition with roads and canals down to the middle of the last century.

The author gives in his first chapter a sample of the method that makes his work so valuable, in his examination of the statements of Thorold Rogers and others, that roads were good and communication was easy in mediaeval England. Evidence is presented both for and against these propositions, but the author here as later considers, not merely the "what," but also the "why," of things that he discusses, and finds a sufficient explanation of the low rates of land carriage in economic conditions quite apart from the character of the roads. So

in the following chapters his first care is to sift the facts, derived from a multitude of local sources, and then, when he can, to construct from them a general statement that is true within certain limits of error and that appears reasonable in the light of the conditions. He shows that the roads were bad down to 1750; he shows why they were bad; and he goes a long way toward showing just how bad they were by the patient collation of rates and costs. He tells us that he has been engaged in his work for almost ten years, and the bibliography, including only the most important sources of his information, covers more than sixty pages and embraces material of the most varied character. Yet the merit of his work lies fully as much in the scientific reserve with which he states his conclusions, and the candor with which he suggests his doubts, as in the value of the bare facts accumulated.

Enough has been said of the author's method and materials to make clear the importance of his work and likewise to explain why a brief summary of its contents is impracticable. His conclusion, for example, that the cost of canal carriage normally did not exceed one-half, and in most cases was from one-fourth to one-third, of the cost of land carriage is a statement apt for quotation and a very convenient formula for provisional use; but in its place in the author's text it has a significance which it loses by removal.

The author tells us what the English people have thought about their means of transportation, what it has done for them in private and in public ways, how it has used them, and what return those individuals have secured who were most directly concerned with the improvements. The influence which the means of transportation have had on the methods of market distribution, on the organization of production, and on the increase of wealth is indicated, but is not discussed at length. The author intimates in his preface that he has much more that he can say upon these topics, and we must hope that he will not keep us waiting long before he makes his contribution to them.

CLIVE DAY

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Separation of State and Local Revenues in the United States. By MABEL NEWCOMER. (Columbia University Studies, LXXVI, No. 2.) New York: Longmans, Green, & Co., 1917. 8vo, pp. 195. \$1.75.

After a general introduction in which, among other things, the theory of, and the arguments for and against, separation of the sources of state and local tax revenues are presented, the author of this dissertation reviews experience with separation, partial or complete, in Delaware, Pennsylvania, New York,